

10.a.5.	Reduction of rudder effectiveness with increased reverse thrust (rear pod-mounted engines).
10.a.6.	Brake and anti-skid operation
10.a.6.a	Brake and anti-skid operation with dry, patchy wet, wet on rubber residue, and patchy icy conditions.
10.a.6.b	Reserved
10.a.6.c	Reserved
10.a.6.d	Auto-braking system operation.
10.b	Engine shutdown and parking.
10.b.1	Engine and systems operation.
10.b.2	Parking brake operation.
11.	Any Flight Phase.
11.a.	Airplane and engine systems operation (where fitted).
11.a.1.	Air conditioning and pressurization (ECS).
11.a.2.	De-icing/anti-icing.
11.a.3.	Auxiliary power unit (APU).
11.a.4.	Communications.
11.a.5.	Electrical.
11.a.6.	Fire and smoke detection and suppression.
11.a.7.	Flight controls (primary and secondary).
11.a.8.	Fuel and oil
11.a.9.	Hydraulic
11.a.10.	Pneumatic
11.a.11.	Landing gear.
11.a.12.	Oxygen.
11.a.13.	Engine.
11.a.14.	Airborne radar.
11.a.15.	Autopilot and Flight Director.
11.a.16.	Terrain awareness warning systems and collision avoidance systems (e.g. EGPWS, GPWS, TCAS).
11.a.17.	Flight control computers including stability and control augmentation.
11.a.18.	Flight display systems.
11.a.19.	Flight management computers.
11.a.20.	Head-up displays (including EFVS, if appropriate).
11.a.21.	Navigation systems
11.a.22.	Stall warning/avoidance
11.a.23.	Wind shear avoidance/recovery guidance equipment
11.a.24.	Flight envelope protections
11.a.25.	Electronic flight bag
11.a.26.	Automatic checklists (normal, abnormal and emergency procedures).
11.a.27.	Runway alerting and advisory system.
11.b.	Airborne procedures.
11.b.1.	Holding.
11.b.2.	Air hazard avoidance (traffic, weather, including visual correlation).
11.b.3.	Windshear.
11.b.3.a	Prior to take-off rotation.
11.b.3.b	At lift-off
11.b.3.c	During initial climb.
11.b.3.d	On final approach, below 150 m (500 ft) AGL.